NEW ZEALAND MOTOR CYCLE NEWS

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BERT MUNRO IN USA

A trip to Invercargill on the first weekend in October and amongst other visits, a call to see Bert Munro, I found him basking in the Invercargill sun having just finished lunch. Just home from his 13th trip to Bonneville Speed week, the 72-year-old speedster was looking very fit and tanned.

The main purpose of this year's trip was to complete the film which a film company is making on Bert. Much filming already having been done in New Zealand, shots of the Bonneville salt and speed week were of course essential to complete such a film, so this year's trip all fares were paid, flying both ways.

New regulations in respect to streamlining introduced earlier this year prevent Bert and indeed many other competitors from running in this class . In the streamlining class provision has to be made for fire extinguisher, roll bars and a parachute in addition to various other details.

Bert was able to run for filming purposes only with the full shell on his machine. This out of the way Bert prepared for runs in the open frame class—unstreamlined, the record for this class was held by Roly Free at 160mph on a Vincent Black Lightning, this established some 18 years ago, incidentally the record was broken this year by some 4mph by a 1000cc Triumph machine, with a lesser known rider.

Setting the bike up to ensure good carburetion, etc., Bert used the highways in Nevada, no speed limits there on highways, for the testing a 5 mile stretch allowed Bert to run up to 140 mph. All set then to proceed to Bonneville for the 23rd Bonneville Speed Trials. Cost incidentally to compete is $72 in each class.

Qualifying in this year's runs was something of a problem when the open-framed class came along, on the fourth day of the trials, with the sand a little rough and temperatures at 115 deg. Fah. All riders had only a two-mile run in, then timed over the next ¼-mile, insufficient room for many.

Bert's first run was 148.51 mph then on the second run, the engine started to tighten up, so that was the end of Bonneville Speed Week for Bert. Repairs could not be effected in time to re-run. Bert estimated his speed on the second run at 155mph while the paper "Cycle News", which gave Bert a great write up, had him as exceeding 160 mph.

In the programme for Speed Week a 35-page programme costing 75 cents, there was a large photo of Bert with his machine, and a write-up of the leading motor-cyclists and cars and drivers competing.

Top motor-cyclist of the week was Warner Riley on his Harley-Davidson 1480cc nitro-burner. He just topped the double ton—200.298mph to be only the 11th motor cyclist to top that figure.

Don Vesco on a 250 Yamaha, (yes a 250), recorded 182 mph to break the 250 record.

Other times of interest, the fastest Kawasaki 3—Ralph Hudson at 130mph. Bob Leppan who last year recorded 245mph on a streamliner, rode a 700cc Triumph—unstreamlined this year at 128mph.

In all 68 motor cyclists and 120 car drivers were at Speed Week.

In Bert's workshop there are many fine trophies, two from America for fastest times in Speed Weeks, a Southland club trophy to recognise his achievements in motor-cycling and his most recent trophy the ACU plaque awarded for his services to motor cycling.

Three only of these plaques have been awarded: to Ivan Mauger, Hugh Anderson and to Bert Munro.

Finally when asked if he was going overseas again—well maybe again, but not next year.

—Written by Ken Duncan.

IVAN MAUGER —SPORTS KING

To the motor cycle fans of New Zealand—Is Ivan Mauger this country's most outstanding sportsman ever? Do you think that he is worthy of the title of "Sportsman of the Year."

Listed below are the achievements this man has gained in his world of sport for 1971.

For nearly four years this man has dominated the sport of Speedway Racing throughout the world, making New Zealand's name prominent among speedway fans right throughout Australia, Europe and America. Surely, no other New Zealand sportsman can lay claim to such outstanding achievements in his chosen sport, Ivan being the only man ever to win the coveted World Championship three times in a row.

When the question of amateur and professional sport is considered, it should be remembered that this man went to England to the stronghold of Speedway (a sport that requires not only great skill but peak physical fitness, mechanical knowledge and above all, supreme courage) with no sponsorship from any organisation, Ivan struggled to pay his own way until he achieved the position where his chosen sport also became his means of livelihood—a point that is made quite clear in his recently published book "Triple World Crown Plus."

The following list has been compiled for your information because many of the achievements of Ivan Mauger are completely unknown to the news media of New Zealand, and only very few are reported from overseas.

List of achievements for Ivan Mauger in 1971:

January—Liverpool, Australia: Won Australian Grand Prix.

February 13—Auckland, New Zealand: Top scorer for Kiwi Team v. Lions.

February 13—Auckland, New Zealand: Top scorer for N.Z. in Test Match v. Britain.

February 20—Christchurch, New Zealand: Unbeaten as he led N.Z. to victory in Test v. Britain.

February—Perth, Australia: Won Governor-General's Cup in open meeting.

April 2 — Wolverhampton, U.K.: Unbeaten in first meeting of U.K. season.

April 19—Reading, U.K.: Unbeaten in first World Championship round meeting.

April 24—Belle Vue, U.K.: Top scorer in second World Championship round meeting.

April 30 — Wolverhampton, U.K.: Runner-up in third World Championship round meeting.

May—Bremen, W. Germany: Won Golden Key of Bremen. Unbeaten for fourth successive year.

May 17—Pradley Heath, U.K. Won L.P. Transport Trophy. Unbeaten in all star field.

May 20 — Sheffield, U.K.: Won World Championship, Semi Final meeting.

May 23—Sheesal, W. Germany: Runner-up World 1000 metre sand track Championship round.

May 25—Leicester, U.K.: 18 points maximum for Gt. Britain v. Poland.

May 28—Glasgow, Scotland: Unbeaten again for Gt. Britain v. Poland.

May 29—Belle Vue, England: Another 18 points maximum for Gt. Britain v. Poland.

May 31—Wimbledon, U.K.: Winner of Wills International plus £400 machine.

June 16 — Coventry, U.K.: Winner British Final of World Championship.

June 18—Glasgow, Scotland: Unbeaten in first round Northern Riders Championship.

June 20 — Muhldorf, Germany: Winner of semi-final world 1000 metre sand track championships.

June 21—Exeter, U.K.: Winner of Western Apolis Trophy with unbeaten 15 points.

June 22 — Leicester, U.K.: Unbeaten in world best pairs Championship semi-final to win meeting for N.Z. with partner Barry Briggs.

June 23—Belle Vue, U.K.: Winner of second round Northern Riders Championship—again unbeaten.

July 11 — Rybnik, Poland: Runners-up for N.Z. with Barry Briggs in world best pairs championship final.

July 12—Cradley Heath, UK: Runner-up in Alan Hunt Memorial Trophy.

July 30—Glasgow, Scotland: Winner Nordic/British final of World Championship.

(Continued on page 8.)

General confusion as G. Dunlop of Rotorua is hauled off the track after taking a spill and then being hit by an on-coming bike at the Rotorua Club meeting on September 5. He suffered rib damage.—Photo courtesy of Kerry R. Grant, Rotorua.

NEWSPAPER

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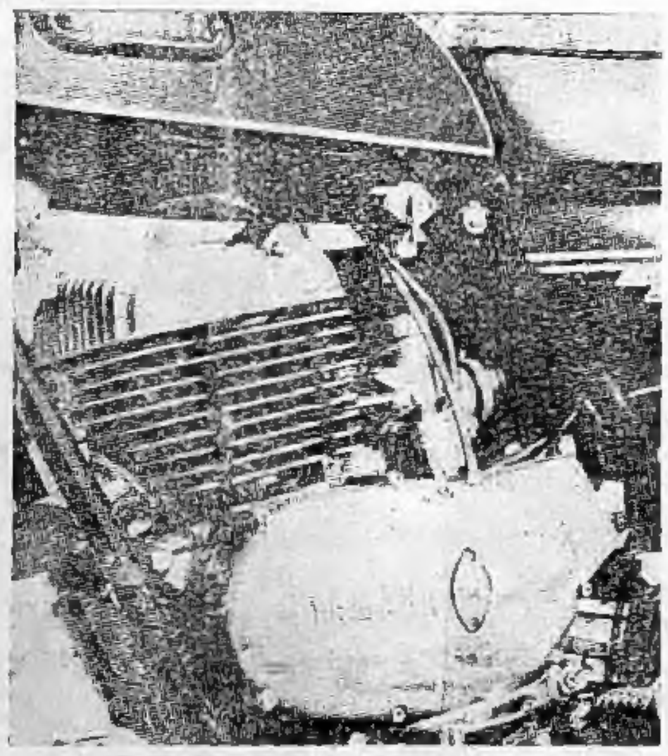

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Visiting International Riders

RANDY AND ROWLLY OWEN

RANDY OWEN

ROWLLY OWEN

Randy and Rowlly Owen are two expert class riders in England, using Czechoslovakian CZ scramblers. They are in New Zealand during November December following the recent Australian moto cross series.

In England Randy is sponsored by Dave Bickers, the English CZ importer on 250cc and 400cc machines finishing consistantly well up in most national scrambles, including the annual inter-centre team event, where Randy has been a member of the successful Western Centre Team which has finished in the top three out of sixteen teams, for the last five years running.

A bad crash during an icy winter T.V. scramble kept him sidelined during the early part of this year with a broken arm and dislocated shoulder.

Often billed as "Hereford's Wildman", 24-year-old Randy has been in New Zealand before, during the 1968/69 International Moto Cross Series. His exciting and forceful style then ensured him of a large following from the crowd.

Randy's machine will be the latest model 400cc CZ, possibly the factory's hardest to control model due to its vicious power out-put.

Twenty-year-old Rowlly has risen quickly through the ranks of beginner scramblers to the highly competitive expert class.

His earlier trials experience probably helped him to learn how to handle a motor cycle over rough going.

As young as ten-year-old he was fighting with his older brother's 500cc Matchless Metisse around his father's 20 acre wood, racing against Randy and other scramblers who were practising on the narrow oak lined home track.

His bike in New Zealand is a specially tuned 250cc CZ, which is remarkably quick and will make him a force to be reckoned with against the bigger sized machines.

The Owen brother's home town is Hereford (population 59,000) situated in the midlands near to the Welsh Border. Probably best known for its famous Hereford Cattle, it is also the home of the world's largest cider making firms, Bulmers, who are giving support during their tour of Australia and New Zealand.

Both riders will be easily recognised as they will be wearing the colourful 'Len Thwaites' T.T. Racing Leathers in bright blue with yellow stripes down the sides, green jerseys with red, white and blue racing stripes. To add more colour they have bright red jackets in case of wet or muddy meetings.

First Four-Hour Endurance Classic

The Canterbury Auto Cycle Club will hold New Zealand's first four-hour endurance classic at Ruapuna Park on November 7, 1971.

Only machines complying with the N.Z.A.C.U's Production Motorcycle Racing Rules and Specifications as ratified at the N.Z.A.C.U's 1971 Annual Conference will be eligible.

The race will be subdivided into the following classes: up to 250cc, 250-350cc, 350-500cc, over 500cc.

If there are less than six riders in any class, the number of prizes and the prize money for that class will be reduced accordingly.

Prize money: First overall $125, second overall $75, third overall $40. Plus the following prize money in each class: First $35, second $20, third $12, fourth $5, giving a total of over $500.

This is the largest purse ever offered on one event in the history of N.Z. Motor Cycle racing. The overall winner will collect $160.

The race is to be run in a clockwise direction, with a Le Mans start.

Practice will be held on Saturday, 6th November, in conjunction with a Club Training Day. Machine examination at the circuit from 9.30-11.30am on the Saturday.

Providing sufficient machines are present, a race or races for up to 200cc production, and modified production machines of all classes will be held on the practice day.

MOUNTAIN GOAT TO CLIMB DARIEN PEAK

David Wehner of Auckland plans to ride his New Zealand made farm motor cycle across the Darien Isthmus during the next few months.

Mr Wehner plans to ride his machine — a Mountain Goat farm motor cycle—along the line of a surveyed road, which in some places is not even a cleared track.

He feels that the New Zealand machine, which is equipped with tractor type tyres, has a better chance of completing the journey than a four wheel drive vehicle.

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LEVIN MOTO CROSS

The big races of the day were the first and second leg which were run over 12 laps and the competitors were competing for the Levin Moto Cross Cup. The first leg was won comfortably by Peter Ploen (400 Suzuki) in second place Alan Collison (400 C.Z.).

The second leg Peter led all the way right until on the last lap where he got held up by a lapped rider just before the finish line, Peter took the outside and Alan took the inside. Alan winning the race by a wheel. Last year Peter and Alan shared the cup between them, this year they will be doing the same as both of them won one of the legs of the Moto Cross.

Laurie Love had a good day's racing with quite a few handy placings, and coming second to Peter in the fastest ten.

Results: Up to 350cc scratch race, 1, A. Collison; 2, P. Ploen; 3, L. Love; 4, D. Stewart; 5, D. Irving; 6, G. Lockett.

Open 350cc scratch race: 1, P. Ploen; 2, A. Collison; 3, M. Shirriffs; 4, L. Peeti; 5, L. Love.

Seniors scratch race: 1, P. Ploen; 2, A. Collison; 3, M. Shirriffs; 4, L. Peeti; 5, L. Love; 6, G. Lockett.

First Leg Moto Cross Cup: 1, P. Ploen; 2, A. Collison; 3, L. Peeti; 4, L. Love.

Juniors: 1, P. Lintott; 2, R. Shirriffs; 3, K. Armstrong; 4, P. Symons.

Second Leg Moto Cross Cup: 1, A. Collison; 2, P. Ploen; 3, L. Love.

Consolation: 1, R. Hartnell, 2, G. Lockett.

Fastest 10 riders: 1, P. Ploen; 2, L. Love; 3, L. Peeti; 4, T. Gibbes.

GOLD STAR SCRAMBLE

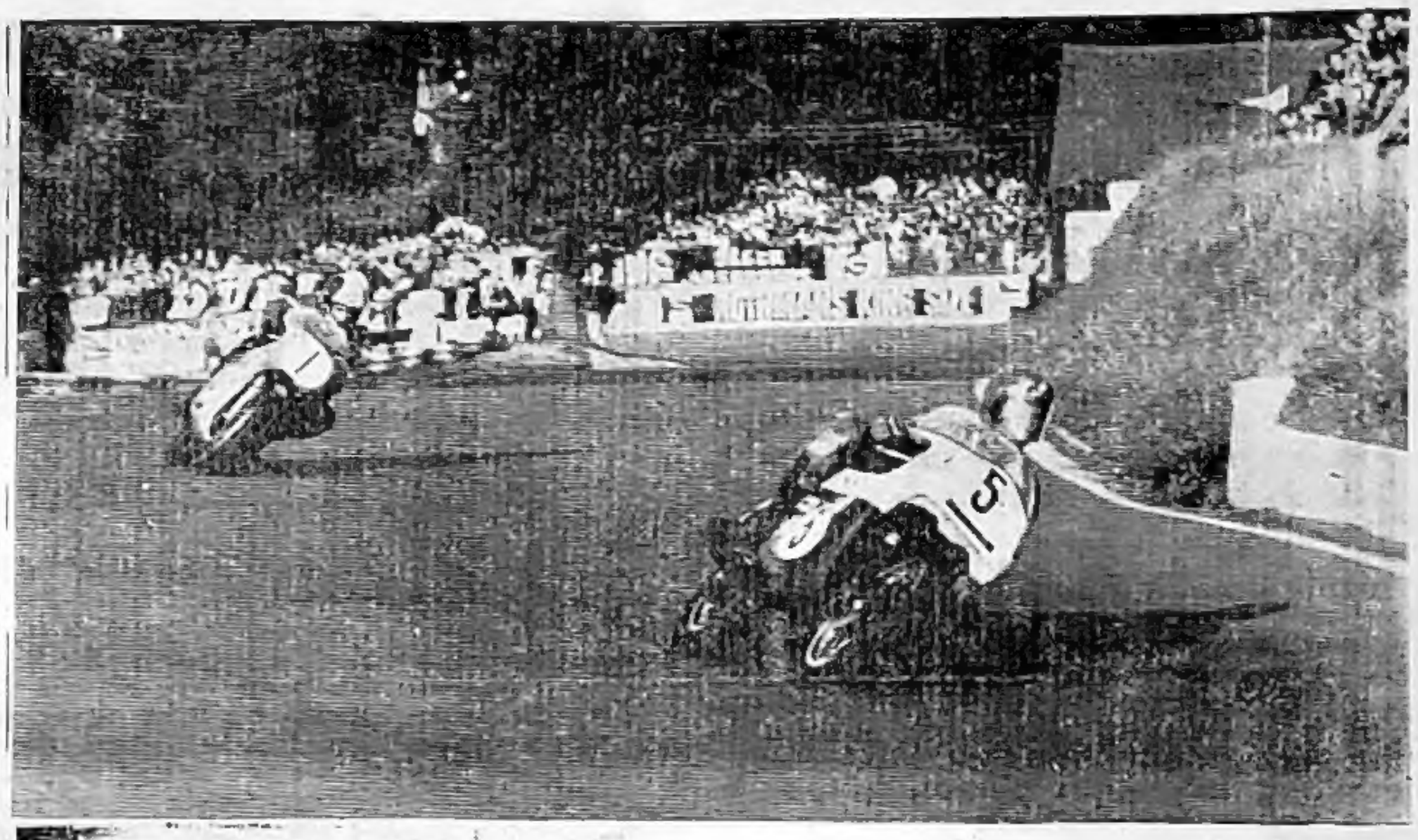
The Southland Motorcycle Club presents its first ever Gold Star South Island Championship (and selection) Scrambles meeting on Saturday, November 13, 1971, at Moloneys Farm, Otatara. We have been fortunate in obtaining permission to use a marvellous site only four miles from Invercargill Post Office. Southland is better known for its flat grazing pastures—don't be fooled—this will be a real scramble! We aim to make this meeting memorable for riders and spectators alike. A social will follow the meeting on Saturday evening.

Classes: Races will be divided into four classes, three heats in each. (1) Up to 250cc. (2) Up to 350cc; (3) Up to 500cc. (4) Open Class.

Championship points: Allocated per heat, 8, 7, 6, 5, 4, 3, 2, 1,

Prize money: Per class—most points (total) from three heats. 1st, $14.00; 2nd, $8.00; 3rd, $4.00; 4th, $2.00; 5th, $1.00. Special prize, most points on day (all classes) $10.00.

Machine examination: 11am: Official practice, 12.30pm; Racing commences 2.00pm.



Labour Weekend Events Held In Wanganui

Following are the results of the N.I. 500cc Min. TT championship, and N.Z. 350cc scramble championship, held at Wanganui on Saturday and Sunday of Labour weekend.

N.I. 500cc Min. TT Champs.

Race 1—Up to 350cc scratch: P. Ploen 1, D. Stewart 2, K. Armstrong 3, L. Blackhouse 4. Time 6m 6s.

Race 2—over 351cc scratch: P. Ploen 1, M. Shirriffs 2, A. Collison 3, L. Peeti 4. Time 5m 5s.

North Island 500cc Miniature TT Championship: P. Ploen 1, M. Shirriffs 2, A. Collison 3, G. Lawrence 4.

N.Z. 350cc Scramble Champs.

Race 1—up to 350cc scratch: A. Collison 1, M. Shirriffs 2, P. Lintott 3, L. Love 4. Time 11m 20.6s.

Race 2—over 351cc scratch: P. Ploen 1, A. Collison 2, A. Franklin 3, L. Peeti 4. Time 11m 18s.

Race 3—up to 350cc handicap: M. Hume 1, M. Shirriffs 2, L. Love 3, D. Johnson 4.

Race 4—over 351cc handicap: A. Collison 1, L. Love 2, L. Peeti 3, R. Dixon 4.

Race 5—N.Z. 350cc scramble championship: M. Shirriffs 1, L. Love 2, G. Robins 3, P. Lintott 4. Time 21m 2.5s.

Race 6—"A" grade scratch: M. Shirriffs 1, L. Love 2, G. Robins 3, P. Lintott 4. Time 21m 2.5s.

Race 7—"B" grade scratch: P. Ploen 1, A. Collison 2, M. Shirriffs 3, P. Lintott 4. Time 7m 57.5s.

Race 8—"A" grade handicap: A. Collison 1, L. Love 2, M. Shirriffs 3, A. Franklin 4. Time 8m 5s.

BSA/Triumph Threes Top The Race Of The Year

Holder of ten world motor cycle titles Giacomo Agostini (MV Agusta) was defeated in the Race of the Year at Mallory Park by John Cooper, last year's winner, on a 750cc BSA Rocket 3. Cooper averaged 91.5mph to finish 00.6 seconds ahead.

Third, fourth and fifth places also went to BSA/Triumph machines, ridden by Ray Pickrell (Rocket 3), Paul Smart (Triumph Trident) and Percy Tait (Trident).

In the 1000cc race Cooper again rode his Rocket 3 to victory closely followed by American Gary Nixon (Trident) and Percy Tait (Trident). The Superbike championship race was won by Pickrell with Tait a close second.

The sweeping success for BSA/Triumph came just a week after Tait and Pickrell rode a Triumph Trident to victory in the classic French 24-hour production race, the Bol d'Or.

Pictured above: John Cooper (BSA Rocket 3) leading 10 times world champion Giacomo Agostini in the Race of the Year at Mallory Park.

NEW ZEALAND AUTO CYCLE UNION (Inc.)

Advice has been received from Mr Brian Duffy that several Side-car riders and passengers wish to compete in Side-car events in New Zealand and will be arriving in New Zealand for a stay of 21 days, leaving Australia on the Maheno on the 9th of December, 1971.

The visiting competitors are: Messrs Brian Duffy, C. Chieffors, M. Brazenall, S. Bayliss, G. Allen and passengers.

Mr Duffy has asked for information relative to road race meetings at which side-cars will be competing but the writer is unable to supply this information.

If your Club is interested, would you please contact Mr Brian Duffy, 17 Seymour Place, Belfield 2191, Australia.

By Air Mail. There has been no mention of any financial outlay on the part of clubs covering their visit—their visit could be quite a good 'draw card.' Please action as soon as possible.

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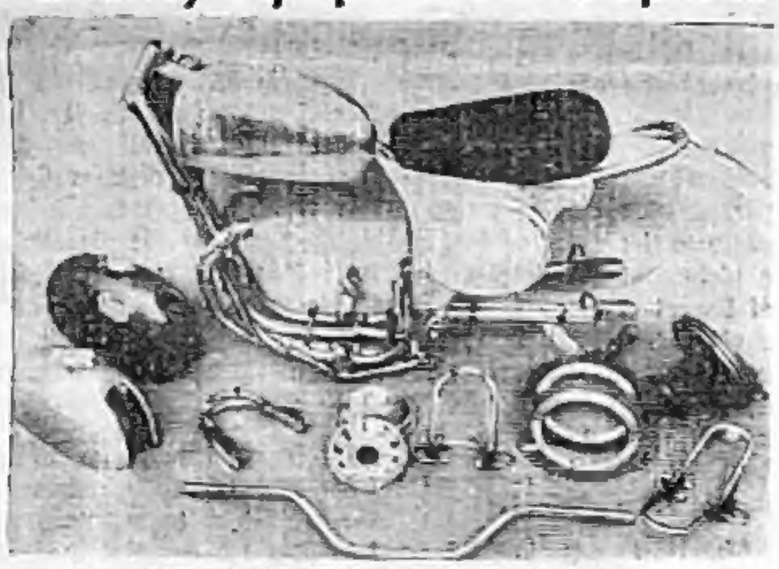

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Oil Behaviour A

Development of new engine oils made possible the increase of the power output of internal combustion engines and their maintenance easy in that multi-grade oils do not require of the car owner to change the engine oil in accordance with the alternating climatic conditions. The multi-grade oils marked 10 W/30 (the Czechoslovak M 3 ad oil) generally are suitable for the operation of most motor cars. Readers using another kind of oil than the mentioned 10 W/30 should think of the operation in winter, although it cannot be said now with any accuracy what the coming winter is going to be like.

Good oil companies have introduced 20 W/50 oils—the Czechoslovak Mogul oil—which are more suitable for the summer service. But it should be noted that these new oils do not meet the requirements for all year round service when the temperature should drop below minus 15 degrees Centigrade. Besides, some of the 20 W/50 kinds of oil are sensitive to water vapours generated in the internal combustion engine, above all in winter after a cold start before the engine will warm up to its working temperature.

Skoda cars with their water-cooled engines are not too exacting in respect of the highest quality engine oils and their range of working speed is within very acceptable limits.

To inform readers of the requirements in respect of the engine oil this article written on the basis of research by NSU is presented. But it should be noted that in this case air cooled engines are discussed and there the engine oil takes to a considerable degree the part of cooling.

No engine oil studies are strictly accurate as it had never been possible even in the most exacting tests to take the working temperature on the first piston ring. But there manufacturers of various engine oil additives came readily with the claim that their compounds have a salutary influence on the operation of the first piston ring.

It might be said that for us motor car users requirements in respect of engine oils will not grow any more, as demands for less air pollution are likely to restrict the use of antiknock agents in the petrol and the exigency for improved combustion might bring about reduction of the engine speed of touring cars. You are able to enjoy holidays without worrying about the lubrication of your car engine and then it is stressed in this article that driving with an overcooled engine is more harmful to its service life than overheating. The purpose of the engine oil radiator employed as standard equipment on all the Skoda 110 R models will be also explained.

Twenty years ago the power output of some 25 h.p. could be got out of a typical 1100, in 1965 it was 34 hp, then the engine was enlarged to 1500 with 54hp. The oil volume of 2.5 litres of the engine remained the same all the time. And so the oil load increased from 10hp per litre to 22hp per litre. This is an increase of 120%. The oil load consists of many different factors. Specific power output (output per litre capacity), maximum engine speed, oil temperature, oil change intervals and normal crankcase ventilation to take the poison out of the exhaust gases, have their decisive part. Engine speed increase combined with engine power increase will carry with it a considerable increase of oil temperature. Besides a number of other factors the engine speed has a decisive influence on the oil temperature.

Our three diagrams explain the course of development of the engine speed, power output per litre capacity and oil sump temperature. The high exigencies in respect of oil led to the nowadays standard heavy duty (HD) oils (in Czechoslovakia AD oils). Even cheap HD oils are made for high temperatures. Manufacturers of top class products emphasise the suitability of their oils for the highest thermal load. So, for inst., BP says about the Super Visco-Static SAE 20 W-50 oil: "The product grew up to meet demands met until now only by special racing engine oil: this had been proved by the use of our oil in racing."

Nevertheless, the trend to require even more from the engine oil goes on. The oil industry faces tasks which can be hardly met with today's means. Agip Sint 2000, a partly synthetic oil—mineral oil with a share of synthetic oil—marks the beginning for tomorrow's engines. It is a forerunner. The big mineral oil companies are working since very long on partly synthetic engine oils. It will not be long before results can be expected.

Troubling Heat

At present, with partly synthetic oils in perspective, and so on the threshold of a new development stage of lubrication technique, the number of engines with very high oil temperatures is rapidly growing. This is a worry for drivers having before their eyes the oil temperature gauge, in particular if it has accurate graduation. Everyone who gave a thought to the oil temperature will begin to speculate. How hot may the oil be to be still able to lubricate properly? Frequently 80 degrees Centigrade are expected according to the traditional cooling water temperature. This might have applied once, but meanwhile the cooling water has become warmer, too, and it may exceed boiling point temperature without steam escaping, hissing and destroying the engine—here the closed cooling circuit solved the old problem. How is it with oil? You can read in catalogues about oil sumps made as oil radiators, many cars have standard oil radiators, but where is the oil temperature limit? 100 degrees Centigrade — that is where hardly anyone would worry. But there are cars in which the oil temperature gauge, purchased as a measure of prudence, keeps climbing alarmingly. To 130, 140, even to 150 degrees Centigrade. Older textbooks say that at 130 degrees it is critical, the oil is then too thin to be able to form a solid film—and that just with the engine under higher load, when the oil should lubricate particularly well.

What kind of oil should one use? In the Owner's Handbooks published by motor car manufacturers is mostly indicated just the normal viscosity range, probably SAE 30 as single-grade oil, 10 W/30 as multigrade oil.

What is going on will be explained in respect of an engine attracting in its class hot drivers and known because when subsequently provided with the oil temperature gauge, it will register values causing fears: it is the NSU TT (1200) air cooled engine, 65hp, oil radiator, oil capacity 4 litres. Its lowest output per litre capacity is 55.2 which is not too hot. What is attractive about this engine is it range of speed going up to 7000rpm and the joy from revving up connected with it; a good number of drivers make glad use of it, being people who enjoy sporting style driving. It had been said: engine speed is decisive for the oil temperature.

NSU TT drivers checking the oil temperature with a subsequently fitted oil temperature gauge add to our readers' mail reports on rather hot engine oil. As a rule 140 degrees Centigrade is the temperature indicated.

In the technical press the old school example still keeps appearing which with a view to modern high speed engines has not more than archives value.

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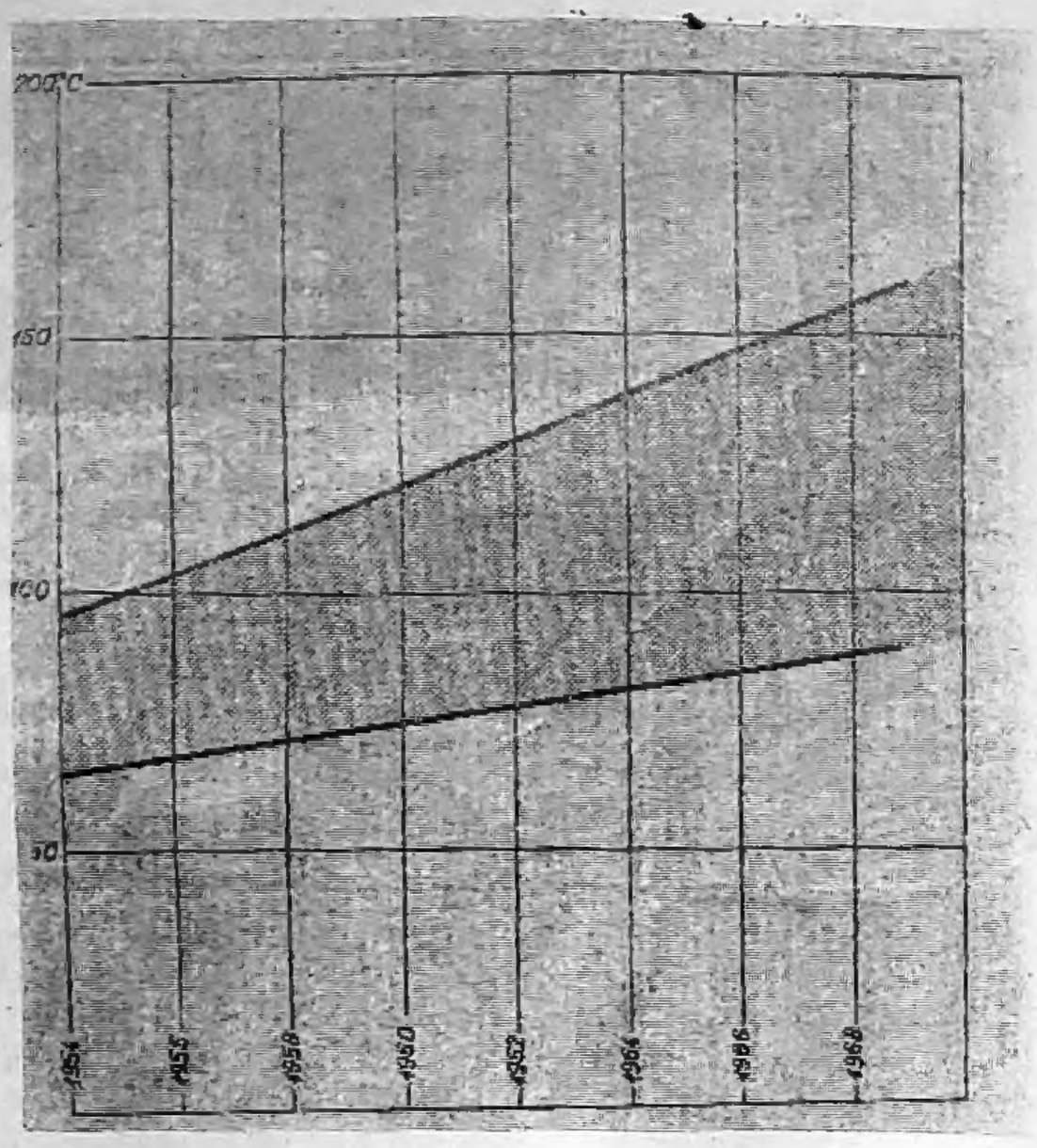
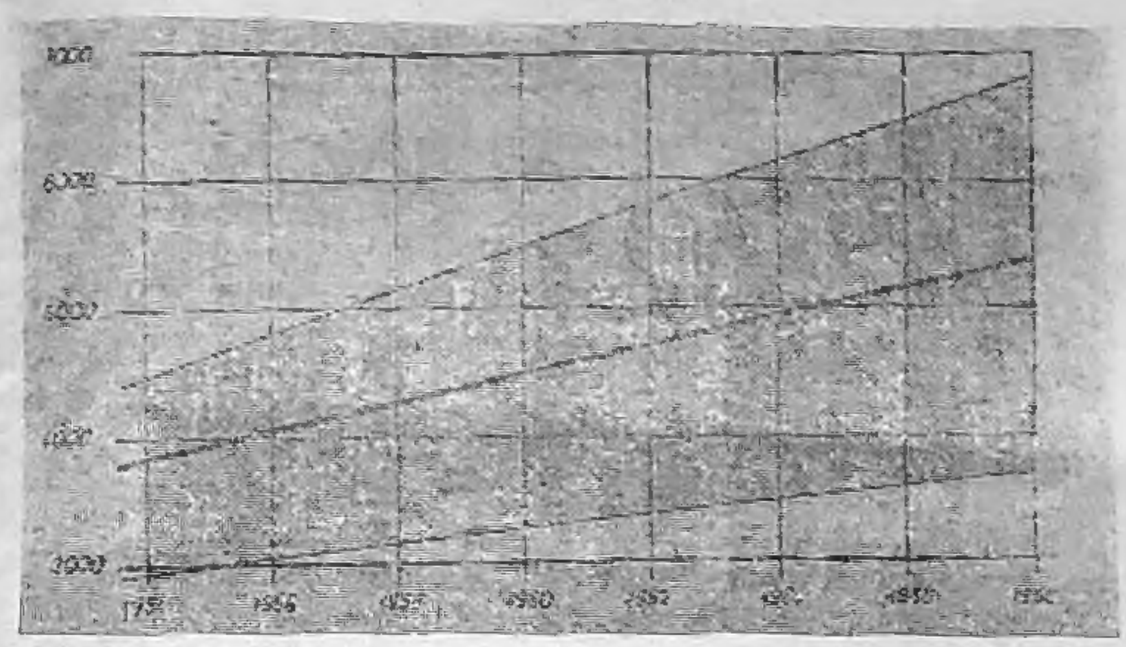
And High Temperatu





ABOVE: For the benefit of economy and lower engine weight higher and higher power output is being obtained out of relatively small swept volume by increased engine speed. Fifty, sixty and more horse power per litre capacity, speeds far exceeding 5000 rpm and compression ratios 9 to 1 and higher are the order of the day with normal touring cars. With this are closely connected higher heat and mechanical loads on engine parts and the oil lubricating and protecting them.

LEFT: While the power output per litre capacity kept increasing, the volume of oil (the amount of engine oil in touring car engines) remained throughout the development period of 20 years practically the same. If relatively little oil is pumped by the engine at fast circulation (high number of circulation cycles), high oil temperatures are necessarily reached. If an oil sump temperature of 80 deg. C used to be considered as normal, temperatures of 130 to 140 deg. C are today nothing exceptional with high speed engines.

Here on the basis of the temperature in the sump 80 degrees are set down one above the other higher temperatures: in the crankshaft bearings an oil temperature increase of 20 degrees to 100 deg. On the cylinder walls the oil is warmed up to 150 degrees and on the pistons to 200 degrees Centigrade. Besides in the course of combustion the oil is exposed to the temperature of some 1600 degrees Centigrade.

It had been said that temperatures in the oil sump of 130 to 140 degrees are now nothing exceptional, according to which it is possible in compliance with the mentioned temperature increase from the oil sump to the cylinders to form a picture of the time process of the oil temperatures in the engine. The NSU TT engines represents the picture of tolerable final values. Tolerable means here: despite the high load no critical requirements in respect of quality.

The NSU experimental department made several tests with high cost measuring equipment: a faultless NSU TT, run-in, two people, motorway at the summer ambient temperature of 20 to 30 degrees Centigrade, full throttle: this means on free sections 6000 rpm—some 154 kmph road speed. They let us have accurate reproducible data, incidentally corresponding to the laboratory test results.

The NSU TT Example

Results under the highest load of the TT engine: oil temperature above the cylinder head 170 degrees Centigrade. The oil line serves for the lubrication of the top camshaft. Here the oil cools also the cylinder heads and this is what warms it up to the 170 degrees. From the cylinder head the oil is drained through the holes back to the oil sump. This happens without haste to give the oil time to cool while flowing down along the cylinders to about 140 degrees C. The return draining hole being directed to the oil dip stick, the oil transmits the mentioned temperature to it and this comes out by the indication of the oil temperature gauge 140 degrees Centigrade, the temperature being "picked up" by the dip stick. It is from this that the local temperature is indicated and one can but begin with it, if one knows, what will happen further on.

In the oil sump, due to its being cooled by the air stream, the prevalent temperature is less than 140 degrees, the hot and less hot oil getting mixed. Decisive is always the temperature gradient ratio down to the oil pump. In this case it amounts to about 15 degrees. Accordingly the pump feeds oil not of 140 degrees but of 125 degrees. Yet not directly to the engine. The oil reaches the crankshaft etc. after passing through the oil radiator.

The oil radiator reduces the oil temperature less than is believed. With the TT by not more than 15 degrees Centigrade. But this means a temperature reduction from 125 to 110 degrees. It is at this temperature that the oil is brought into the engine. It is interesting above all how much the temperature on the crankshaft increases. Here working heat generated in the big end and main bearings by friction of the metal with the oil has to be transmitted to the flowing oil. The value at that point is about 20 degrees. In the NSU TT it should be only 10 degrees, so that in the big end and main bearing the oil temperature is approximately 120 degrees. This sounds almost optimistic, but one should know that temperature development in the crankshaft bearings (main and big end) is considerably dependant on design; in detail on the bearing size, bearing slack, on the oil distribution manner and on oil pressure. With a view to the special performances in this field one has to have faith in the NSU designers and NSU tests.

There is no need to dwell long over the further oil temperature increase in cylinders and on pistons. On the cylinder walls temperatures reach 180 degrees, on pistons 200 and more degrees Centigrade. The highest temperatures are accepted by oil particles reaching the top most piston rings. Here, in modern high speed engines temperatures up to 270 degrees can be generated, whereby the natural limit of the thermal load of good mineral oils is almost attained. These oil particles exposed to the high load and not quite healthy return luckily enough only in negligible quantity back to the circulating oil, they are mostly "burnt" in the combustion chambers. Within the reach of cylinders and pistons much depends on the design, matching of materials, quality of surface, working clearances, narrowest production tolerances, etc.

This is and remains an air cooled engine with increased temperature as compared to water cooled engines; in the summer it makes quite a furnace at the rear of the car. But for the oil experts of the NSU experimental department the oil is not a dangerous factor—if it is brand oil. This is not meant that oils of less known brands need necessarily be bad. But such oils have not been tested. Testing of known brand oils alone has cost a fortune. Like in the case of other manufacturers NSU are not required to provide a sharp definition of the notion brand oil, for in this field "the border is mobile." In respect of single- and multigrade oil readers are referred to the Owner's Handbook. This or that is submitted for choice and no more comments. This proves: the NSU TT engine, an example of particularly high oil temperature, is no cause whatever for worrying on the part of the manufacturer in this respect and therefore drivers need not worry either. It is recommended for high car load to interpret the notion of multi-grade oil in the Owner's Handbook so that one should use a 20 W/50 oil, the viscosity range of which reaches further than that of the popular 10 W/30—but this is an advice for protection, no necessity, otherwise it would have been recommended by NSU since a long time. But the problem of oil temperature does not apply to this NSU alone, and there need not be right 140 degrees Centigrade to cause worries.

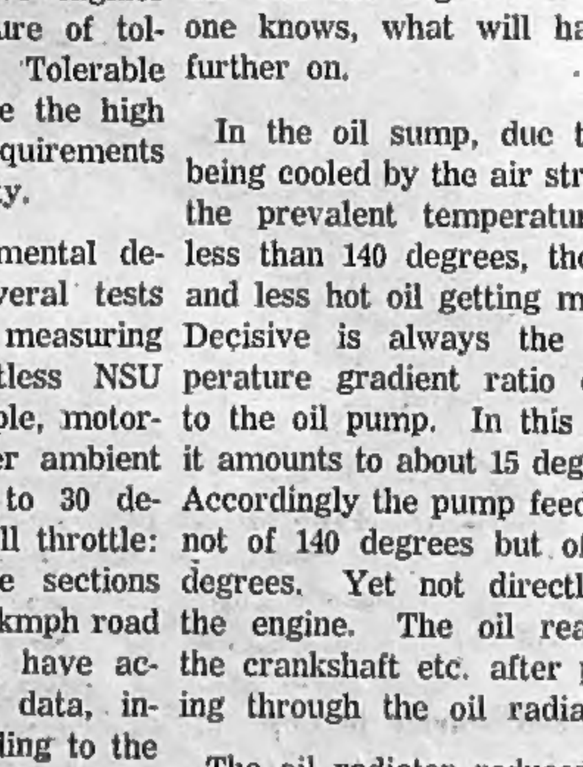
Our Advice in Case of Oil Temperature Worries

Either not to buy an oil temperature gauge at all and you will not begin to speculate. But if you will buy then if possible with a new car. Namely, then you will get a view of the normal oil temperature in a faultless series condition of the engine and then the oil temperature gauge has its sense: any extraordinary increase of the temperature could call attention to problems in the engine—long before any consequent damage will result. What can cause the oil temperature to raise considerably above standard? First of all a dirty-oil sump and a dirty engine from below. The technical inspection society could sing about the amount of dirt suspended on engines: a thick insulating layer, a heat pack. Particularly on modern engines with finned oil sump for bigger oil cooling surface. And the oil radiator loses naturally its purpose if it is entirely clogged with dirt.

In such case the engine has to be cleaned—from below too—and this might do away with many worries caused by looking at the oil temperature gauge.

But quite unnecessary worries are often caused by the manner the oil temperature gauge is fitted. If the dipstick is provided with an oil temperature gauge pick-up it need not necessarily indicate average temperature which alone is important to observe. The oil dipstick can possibly protrude into the oil sump hot zone—or into the cool one. In respect of series oil temperature gauges the motor car manufacturers take care of the connecting spot where the actual representative temperature is taped. Important is the oil temperature after cooling down behind the oil sump and oil radiator, of the oil entering the next circuit. The NSU test shows what other sources of error for indication can be met with.

The VDO instrument manufacturers say in respect of the oil temperature gauge: "The driver has at any time a picture of the oil temperature of his car and he can adapt his manner of driving accordingly." Can the driver really do so? To adapt the manner of driving to the oil temperature is a strenuous enterprise because, if one were to reduce speed the engine would not necessarily cool down — it would warm up more at first, afterwards it will have to work harder if the driver will not use the gear change lever properly, and before the oil temperature would drop, it would take a certain time in any case. One can drive according to the revmeter but not according to the oil temperature gauge. There is no doubt that the oil temperature indication is interesting and the driver who wishes to keep an eye on the internal thermal



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life of his engine can under circumstances register at what road and engine speed the engine keeps under a certain oil temperature.

Cold Oil Means More Wear

One should not think just of the highest temperatures, these are—as shown—far less important than is often theoretically assumed. The proper purpose of the oil temperature gauge (just as that of the cooling water temperature gauge) might rather serve to follow when the working temperature of the engine will be attained after a cold start.

The willingly revving modern engines tempt drivers to rev up a cold engine earlier. The quite good cooling devices for higher loads slow down not seldom warming up, more than the driver means according to his feeling. It may happen that having started from the city centre you will cross a wide suburb and assume that the engine is by now warm, because the cooling water temperature gauge will have risen to full working temperature, while the oil temperature gauge warns that the oil temperature suitable for the engine at higher speeds has not yet been attained. This is the way to look at it: engine wear due to less than average temperature is much heavier than under the highest load and short term overheating need not always have the fatal consequences as driving at high engine speed with a cold engine. It is here that for an attentive observer may rest the decisive effect justifying the money spent on the oil temperature gauge and in fact the faculty indication by the pick-up on the dip stick need not be a bother if one will not look at the graduation but merely at the full working oil temperature attained. Therefore it is better not to have an oil temperature gauge with accurate graduation. Motor car manufacturers tend with a good reason to use also water temperature gauges with green and red sector, as the driver need not know more. Ten degrees or less is important for the test engineer in bringing the oil cooling into harmony—and in some cases perhaps for the racing driver. But this concerns the standard of the engine power which in fact is far beyond any road high performance engine.

Is More Oil in the Engine Desirable?

Should the motor manufacturers be required to think of bigger oil capacities which no doubt would lead to lower oil temperature? Oil costs money and this comes out of the driver's pocket. Accordingly from the user's point of view it is satisfactory if manufacturers use the smallest possible oil capacities with a view to the improving oil quality. If for example Porsche uses a large amount of oil—9 litres—it cannot be considered as taking care of the owner's interest. In air cooled engines the oil takes to a higher measure the part of coolant, transfers the heat which the air as coolant (air being a bad heat conductor) is not able to do to perfection, an important point with the Porsche high performance engines. The slogan internal cooling applies naturally to any oil capacity—even the fuel-air mixture acts as coolant in the cylinder. Lasting or lesser oil capacities in proportion to engine power incidentally did not lead to more oil changes being prescribed; to the contrary oil change intervals are today longer than before. This, of course, causes worries to the industry and does not make the oil industry exactly happy either, although for instance BP pushed with Longlife the slogan for very long intervals.

One has the impression that there is a contrary trend: on the one hand is the endeavour to keep improving oils for further engine power increase and on the other the oil is not changed, not because its lubricating effect would be somewhat impaired, but because of its soiling which, despite filters is unavoidable—small dirt particles have an abrasive effect cancelling in principle the positive influence of the best quality oils in time in spite of all residue dissolving and the great effect of HD oils. It can be expected in the future that today's top class oils will become standard (and therefore cheaper) and that due to the lower prices more frequent oil changes will become less unpleasant, as the problems connected with the oil exposed to high loads are getting on the nerves of the mineral oil manufacturers as well.

It is quite impossible not to think of the future: if petrol without lead is required as standard, today's standard of engine power cannot be kept up, and consequently the power to cylinder capacity ratio, and not so much will be asked of the development of oils.

With the ever growing power output per litre capacity oil capacities (the amount of engine oil) remained throughout the development period of 20 years unchanged. Due to this high oil load increases have taken place. If relatively little oil is pumped by the engine at high circulating speed (number of circulations) necessarily high oil temperatures are obtained. If formerly the temperature of 80 degrees Centigrade in the oil sump was regarded as normal, today 130 and 140 degrees in high speed engines is no exception. From this arose the requirement for the oil industry to produce engine oils ever more resistant to heat which in future will not be possible with the existing means. After Agip Sint 2000, the first part synthetic oil, more products of the modern heat resistant oil will be coming on the market.

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OTAGO MOTOR CYCLE CLUB'S 25th RE-UNION

The 25th year of the present club was celebrated with a reunion, past members of the two previous clubs in Otago, namely the Otago Motor Club and AAO-Motor Cycle Section, also attended.

In all some 230 motor cyclists registered. On the Friday night 180 attended the social get-together film-evening. A ½-hour film of old motor cycle meetings in Otago provided good talking points for those in attendance, and with photo displays and Ron Wylie's twin-engined Triumph sidecar unit on display there was plenty of interest for all.

The evening closed with a showing of the Castrol film "Golden Mountain", depicting the Isle of Man races over the years.

On the Saturday a gymkhana and picnic was held at Tahuna Park. Organised by a committee under Jim O'Kane and Ron Ashton, the day provided great variety from races and lolly scrambles for the children to a grand parade for motor cycles of all ages.

There were blindfold events for rider and passenger, relay races for teams of four plus novelty events. There were also cycles of all ages and size for past and present members to try their hand at.

On the Saturday evening a Dinner-Dance was held at the University Students Union, attended by some 250 people. During the evening trophies won by present club members were presented. Some noteable trophy names too, many having been in existence since the first club, the Passmore Cup, Nancy Brown Cup, Trengrove Shield, Masselli Cup and the Norton Cup to name a few.

During the weekend it was great to see so many motor cyclists from different eras: Len Johnson, Jack Swann, both hot beach race exponents; Bobby Stewart, Alex Napier, Ian Shand, Len Pettitt, Roy Parkinson, Morrie Sparrow, Jock Neaves, Ray Edwards, Roy Carter, Alan Fibbes, Ron Johnston who went on to make a name for himself in world speedway.

Amazing to see so many brothers who have followed the sport: Bill and Ron Ashton, Joe and Andy Bain, Alby and Jack Crawford, Ian and Ernie Gunn, Jim, Des and Con O'Kane.

Prominent members of more recent times in the present club included: Noble Boulton, Alister Lindsay, Noel McCutcheon, Colin Marsden, Ray Woods and Norm Denniston, with members still active included: Bill Veitch, Cam Shaw, Owen Frew, George Bartlett, Ron Wylie, Ray Mulqueen, Chris Riley to name just a few.

—written by Ken Duncon

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Hawkesbury Road Race

Held for the first time since 1962, The Marlborough Motorcycle Club, once again to celebrate their 50th Jubilee, ran the Hawkesbury Road Race. Billed as the only true road race in the country with a lap distance of 4½ miles it gave most of the riders competing a type of racing that they never experienced before. Long straights, very high speeds (with some) blind corners and the most difficult, narrow roads and bridges.

The standard of riding coupled with the slick organisation of the meeting made the day really enjoyable even if the weather did become a little cool toward the end of the day and with a lot of luck this event may become a permanent fixture in the road race season from now on. Let's hope so as this was a true road race and there was a certain amount of casual air about the pits, not like you find at a meeting where you have to contend with gutters and buildings, etc.

Joe Lett, from Wanganui, proved to be the outstanding rider of the day on his 750cc Norton. Of all the races he entered, he won and usually by a reasonable sort of margin. Practice times were dominated by him and the extra fast Norton Domiracer of Matt Gibbons, from Christchurch, with J. Woodley, a local rider, on his 750 Honda keeping these leading pair in sight and sounding beautiful on full noise. Also worth a mention was the 650 Yamaha of G. Elder. The speed of his machine kept him well up with the leading bunch.

The first race which was an open production, got under way after a short delay in which the marshals made sure that the roads were clear way around the circuit and Lett streaked off the line to an immediate lead followed by Elder on the four stroke Yamaha. At the start of lap two Lett had a 12 second lead on J. Boot on his 500cc Kawasaki with Elder tucked into the three's slipstream, but the man everyone was watching was Woodley on the big Honda who after a shocking start, tore his way up through the field to finish in a creditable 7th place. On the last lap Joe Lett came in to win by a very comfortable margin from Boot who in turn had opened up a decent gap from Elder.

It was hard to pick a winner for race two, the first open event, Mel Wrigley on the 500 Kawasaki had the speed and experience to take the race but suffered mechanical problems in practice and looked unlikely to stay the distance, so it was a toss up between Wellington rider M. Baylis on his Suzuki or veteran Kevin McLeary on the water-cooled Bultaco. As it turned out neither of these riders featured in the race due to a bad start by Baylis and the Bultaco oiling a plug on the line, so first away was 16-year-old Les Plummer, from Napier, on his big yellow 500cc Kawasaki 7R. At the start of lap two Plummer had a 3sec lead on J. Woodley on the Honda followed by another local rider A. Cunningham on a Kawasaki. On the last lap Woodley's Honda 4 outbraked Plummer into the last corner and it looked like it was all over for the young rider but he tucked his seven stone frame behind the fairing and in a mad dash to the finish, crossed the line in a dead heat with the Honda for first place.

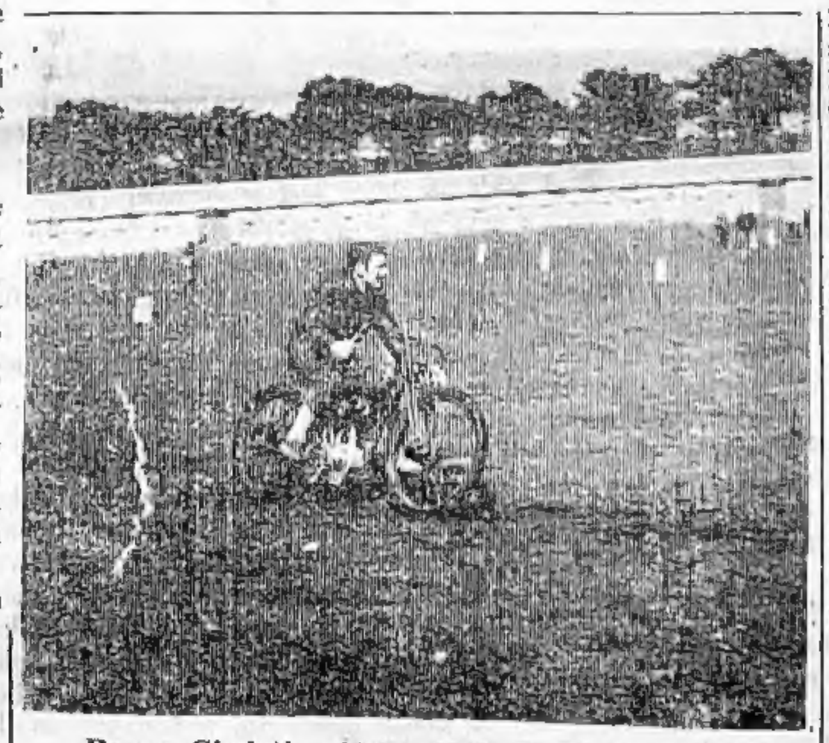
Race 3 the second Production race of the day saw Woodley lead for a lap but Lett on the Commando passed him on the second lap of the three-lap race and once again drew away from the Honda who in turn was passed on the last lap by J. Boot on his Kawasaki 3.

Race 4 and it looked like Woodley and Plummer on the front row of the grid ready to do battle again with Matt Gibbons thrown in for good measure but this was not to be as these three riders all got bad starts and it was an old cast iron 650 Triumph and M. Baylis on the 250 Suzuki that lead the field away and, much to everyones surprise at the end of the first lap the locally ridden scrambler, the Triumph, was still in front of Baylis with Ron Cullum on a Coleman 250 Suzuki in third position. Baylis soon made short work of the Triumph and built up a healthy lead at the end of the second lap but in the meantime Gibbons, who after a bad start, raced up through the field to take second place. Mike Sinclair on his 500cc Suzuki was third. Plummer came through to finish fourth and Cullum in his first race meeting in five years, fifth.

Race 5 was a Lett benefit again with Boot and Elder doing their thing in second and third place with F. Shapcott from Upper Hutt on his BSA Rocket 3 fourth.

Race 6, the Jubilee Championship held over eight laps proved to be a bit disappointing, this was because the length of the race seemed too much for the bikes and of the 24 starters in the race, only five finished the 36 miles. Joe Lett on the Norton went straight into the lead with Martyn Bayliss on his Suzuki second and that's the way it finished. Riders came and went during the race and some riders without even passing managed to find themselves up to 4th and 5th places such was the way it went. At the finish it was Lett's Norton by 30sec from the 250 of Baylis with M. Sinclair 500 Suzuki third, local rider D. Bishell on his 350 Manx Norton fourth, and the very standard 325cc Honda of P. Zonneveld fifth.

With Lett a non-starter in the last production race of the day it was anybody's guess as to who would take it and as it was J. Boot on the Kawasaki took the flag after a good ride. The meeting finished up with an informal presentation to the place getters in the big race.



Bruce Christie riding Ken Godfrey's beautifully restored dirt track Harley Davidson at the reunion field day.

Seen at the Otago reunion Noel McCutcheon (ex I.O.M. TT captain) on Bill Veitch's immaculate 1936 International Norton, formerly owned by the late Earl Smither. Bill Veitch stands by the machine.

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TOKOROA MOTOR CYCLE MEETING

A hard fought battle resulted when ten of New Zealand's top riders competed in a special race at a Tokoroa motor cycle meeting.

A good crowd of about 2500 watched the days events.

The circuit described as spectacular was on a slope in a large dry paddock. Because of the hardness of the ground the machines were leaving the ground at high speeds on the jumps.

Eventual winner in the top ten event was Peter Ploen of Wanganui riding his potent Suzuki.

Following him across the line were Alan Collison from Palmerston North on a CZ 360 and Hamilton's Hugh Anderson on his Husqvarna 400.

Because of the large field of competitors various A, B, and C grade races had to be included in the 12 event meeting.

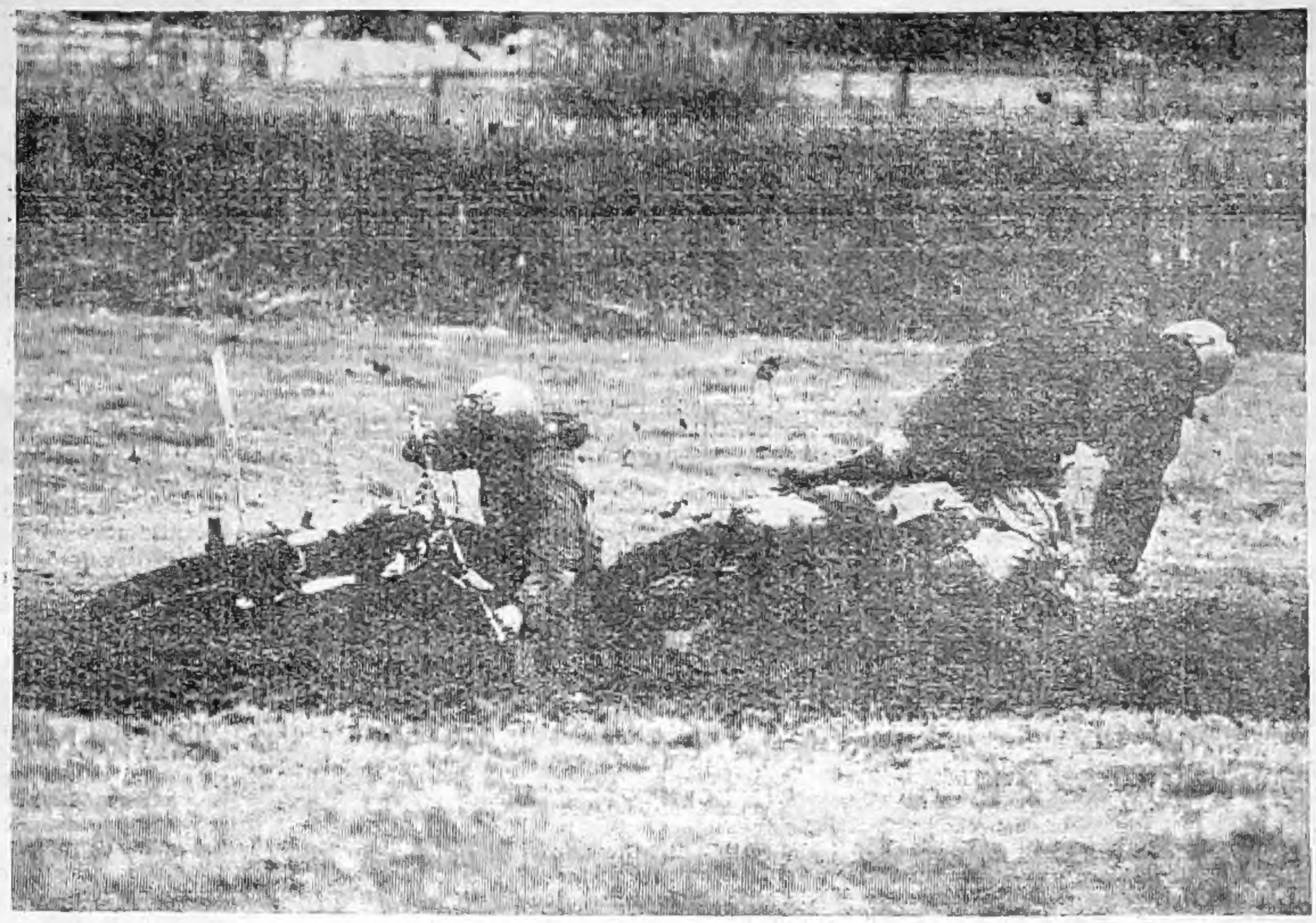
RESULTS;

A grade scratch: P. Ploen 1, H. Anderson 2, R. McLaren 3. B grade scratch: A. Pryce 1, W. Parr 2, D. Johnson 3. A grade handicap: M. Shirriffs 1, D. Johnson 2, P. Klitland 3. B and C grade handicap: B. Weeks 1, L. Brechelt 2, R. Counsell 3.

Open scratch: P. Ploen 1, H. Anderson 2, M. Shirriffs 3. Open handicap: P. Ploen 1, A. Collison 2, M. Shirriffs 3. C grade scratch: K. Howells 1, M. Wymar 2, R. Simpson 3. Invitation handicap: P. Ploen 1, M. Shirriffs 2, A. Collison 3.

Invitation B and C grade handicap: S. Goodwin 1, K. Howells 2, R. Counsell 3.

Consolation race: D. McLaren 1, L. Love 2, A. Franklin 3.



Riders polugh into the mud during an incident in one of the scramble races held by the Rotorua Club meet on September 5.—Photo courtesy of Kerry R. Grant, Rotorua.

Scramble Title For Ploen

With two great wins and a second placing, Peter Ploen came close to scoring maximum points in the Castrol New Zealand 500cc scramble championships on the Clarkville track.

Ploen revelled in the chokingly dusty conditions to narrowly beat old rival Alan Collison.

In doing so he left with S.I. spectators a vivid impression of the devastating capabilities of the 400cc Suzuki works replica.

Collison rode a 400cc CZ to follow Ploen in two of the races, and win the third.

Results:

Seaview scratch: L. Boyce 250cc CZ, 1; R. Gillard 250cc Suzuki, 2; A. Hyde 250cc Greeves, 3.

Castrol classic: P. Doecke 360cc CZ, 1; P. Ploen 400cc Suzuki, 2; P. Klitland 441cc BSA-Metisse, 3.

500cc scramble championship, first race: Ploen 1, A. Collison 400cc CZ, 2; R. Happer 360cc CZ, 3; A. Sabiston 500cc BSA, 4; Klitland 5; R. Johnston 400cc Husqvarna, 6.

Clarkville scratch: Barry Reid 500cc Matchless-Metisse, 1; J. Nichols 250cc CZ, 2; Gillard 3.

500cc scramble championship second race: Ploen 1; Collison 2; Happer 3; Sabiston 4; G. Holland 400cc Suzuki, 5; Klitland 6.

Darby Martin scratch: Ploen 1; M. Russell 250cc Suzuki 2; Brian Read 500cc Triumph 3.

500cc scramble championship third race: Collison 1; Ploen 2; Sabiston 3; L. Love 400cc Suzuki 4; Holland 5; Happer 6.

New Brighton scratch: Love 1; Hyde 2; Nichols 3.

Velvin and Cresswell Trophy for trail machines (3 races): I. Clarke (125cc Yamaha) 14 points, 1; B. Mitchell (175cc Yamaha) 12, 2; T. Chambers (125cc Suzuki) 9, 3; G. Price (125cc Suzuki) 4, 4.

Final points Castrol New Zealand 500cc scramble championship:

1st	P. Ploen,	9-9-7	—25
2nd	A. Collison,	7-7-9	—23
3rd	A. Sabiston,	4-4-6	—14
3rd	R. Happer,	6-6-2	—14
5th	G. Holland,	3-3	—6
6th	P. Klitland,	3-2-	—5
7th	L. Love,	4	—4
8th	R. Johnstone,	2-	—2
8th	B. Roberts,	1-1-	—2
10th	D. Sincock,	-1	—1

ELECTED LIFE MEMBER

Mr E. McCabe was elected a life member of the Hamilton Motor Cycle Club at the club's annual meeting.

He has served over 20 years in the club, gaining many distinctions particularly in trials competitions.

Officers elected were:

Patron, A. McLaren; president, D. Scobie; vice-president, H. Anderson; secretary, L. Worsley; assistant secretary, Mrs D. Johnson; treasurer, D. McLaren; assistant treasurer, B. Scobie; club captain, T. Rose; club vice-captain, D. Johnson.

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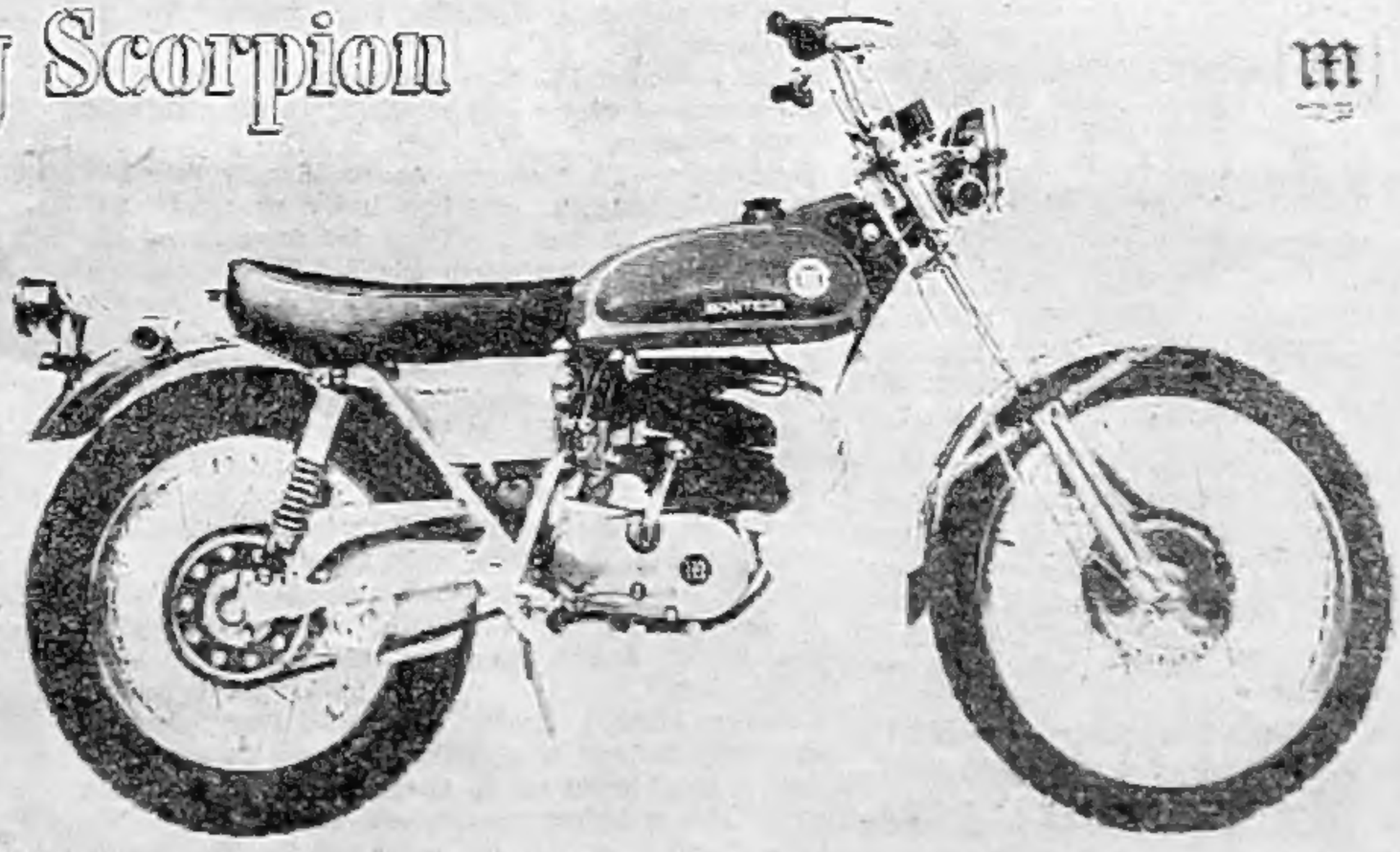

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HAMILTON M/C CLUB

Sec: L. E. Worsley P.O. Box 416, Hamilton.

Nov. 14: Scramble at McLeods Farm.

Nov. 28: N.Z. Open and 350cc Grass Hill Climb Titles at McLeods Farm.

December, Tues. 28th: Two Motor Cycle Races at Bay Park.

Monday, January 3: Castrol Bay of Plenty Grand Prix. Entries close, Nov. 30.

MANAWATU-ORION M/C CLUB

Sec: Mrs P. Meyers, P.O. Box 491, Palm. North.

November 6, South Waikato Motor Cycle Club, Memorial Sports Ground, Tokoroa.

November 7, Canterbury Auto Cycle Union, 4 hour endurance, Ruapuna Park.

Nov. 14: North Island 500 Scramble Champs., Wanganui.

November 21, Ixion Motor Cycle Club, Porirua motor cycle grand prix.

Nov. 27: Levin Road Races.

November 28, Manawatu Orion Motor Cycle Club, Feilding moto cross.

December 4, Manawatu Orion Motor Cycle Club, Feilding hill climb, Junction Rd.

December 27, Wanganui Motor Cycle Club, "Round the Houses" road race.

December 27 and 28, Levin Motor Racing Circuit.

January 15, Levin Motor Racing Circuit.

March 7 and 8, Levin Motor Racing Circuit.

Note November and March meetings could be either day as promoters are trying to get Sunday racing.

NEW BRIGHTON M/C CLUB

Sec: Mr W. G. Campbell, 845 Bexley Road, New Brighton, Christchurch 7.

November 14, Club scramble

December 19, Club scramble

OTAGO M/C CLUB

Sec: Mr R. Mulqueen, P.O. Box 1160, Dunedin.

November 13, Second Leg Gold Star Series, Invercargill.

14, S.I. ¼ mile Grass Champs, Tahuna Park, noon.

20th, Beach Races, Long Beach S.I. Champs.

December 5th, Third Leg Gold Star Series Waihola.

WANGANUI M/C CLUB

Sec: D. Cosford, P.O. Box 110, Wanganui.

November 13, A. & P. Show (Display by the Club).

November 14, International Scramble (N.I. 500 Scramble Championship).

November 27 and 28, Levin Motor Races. Three bike races run by this club—two open, one sidecar.

WAIRARAPA M/C CLUB

Sec: R. S. Perry, P.O. Box 205, Masterton.

NOVEMBER:

Sunday, 7th: Miniature TT.

Saturday, 27th and Sunday, 28th: Two-Day Beach Meet, Castlepoint.

DECEMBER:

Sunday, 5th: ½-mile Grass.

Sunday, 12th: Road Night Trial. 1st Cup Event.

N.Z. AUTO CYCLE UNION (Inc)

Saturday November 13th, New Zealand Open and 500cc Beach, Auckland M/C Club.

Sunday November 14th, North Island 500cc Scramble, Wanganui M/C. Club.

Sunday November 21st, South Island 250cc Min T.T. Chch. Corsair M/Club.

Saturday November 27th, N.Z. 350cc and 250cc Beach, North Island Open 500cc, 350cc and 250cc Beach, Wairarapa M/C. Club.

Monday December 27th, N.Z. 250cc Lightweight "Round The Houses", Wanganui M/C. Club.

1972

Saturday January 1st, N.Z. Open Miniature T.T. and N.I. 350cc Min. T.T., Taumarunui M/C.C.

Saturday January 29th, N.Z. 500cc and 350cc, Grass Hill Climb, Whangarei M/C.C.

MOTOR MARKET

Eight cents word, private (with cash) only; 8 cents word, business (private if charged).

FOR SALE

HAGON J.A.P. 500cc. nice condition, $500. Ph. 8987, Kaiapoi. Write R. Platt, 50A Akaroa Street, Kaiapoi. 219

TRIUMPH Special, T100, all alloy motor, A.M.C. box and clutch. Fibre glass tank and guards. Rebuilt and ready to race. $300 o.n.o.—L. Forge, 44 Fitzroy Ave., Melville, Hamilton.

BARUM tyre wanted 400 x 18 new. Write R. Happer, P.O. Box 29 Dunsandel, Canterbury. Ph. No. 46.

HUSQVARNA 250 Cross. Had very little use from new, 1968. $800 o.n.o. or would swap for Mk II Zephyr or PAX Velox. Whitaker Motorcycles, Phone 84512, Hastings.

1969 250cc twin port CZ, six meetings only, immaculate condition. Medical reason for selling. Any trial. Phone 7417, Blenheim, evenings.

FOR SALE: Kroeber twin cyl. ign. system, brand new, suit any Japanese twin, eliminates points. As used by Phil Read, Ginger Molloy, etc. $140.00. McCleary Motors Ltd., Cnr. Tuam and Durham Streets, Christchurch, Ph. 62552.

FOR SALE: June 1971 T.250SR Suzuki Savage scrambler. Never raced, owner going overseas. Urgent sale $800. Phone 84218, Hawera.

VINCENT parts cleanout, mainly Comet, new and used parts include two-speed oil pump, steel idler, etc. Write for list. D. K. Rogers, 164 Rosebank Road, Avondale, Auckland, 7.

MONTESA Capra 360-GP scrambler. Very good condition, new piston just fitted. Many spares. $750.00 or $250 deposit. Tel. Masterton 7676, collect.

FOR SALE: Ex Alan Collison 250cc single port CZ (1969 July) with all spares. Recent complete overhaul, new piston, con rod assembly. Immaculate condition, ready for coming season, $625, finance available. Phone Brian Lawrence, ph. 81241 bus. 60811 pvte. collect.

FOR SALE: Immaculate 360cc CZ, fast and reliable will trade road bike. Peter Ploen, 51A Matai Street, Wanganui.

HOBBY Scooter drive belts $3.50 each. Continental Motor Cycles, 52 Walton St., Whangarei.

RACE a fabulous 360 this season! 1967 CZ in immaculate condition inside and out, 100 per cent reliable. $650. D. Bridge, 29 Court Road, Tawa.

FOR SALE: 1958 Greeves 250 Trials. Completely overhauled including brake reline, two spare sprockets and spare four speed gearbox, $230 or offer. L. Harrop, 56 Richmond Street Petone, or Wetzel Enterprises, Porirua.

WANTED TO BUY

WANTED: Set AJS 7R front forks. Phil Winter, 124 Osborne Street, Christchurch.

1967 BUTLER trials bike, 32A Villiers 250cc motor, nice order, $375.00 o.n.o. Phone 7415, Titahi Bay.

WANTED One Speedway JAP engine complete. Peter Ploen, 51A Matai Street, Wanganui.

WANTED Greeves Challenger in good condition, with Cerriani forks. K. Couling, 28 Piako Road, Hamilton.

N.Z.'s TOP SPORTSMAN

(Continued from page 1)

August 14—Belle Vue, UK: Runner-up Peter Craven Memorial meeting.

August 21—Wembley, UK: Winner European final, World Championship.

August 30—Exeter, UK: Winner Westward television trophy 15 point maximum.

September 1—Oslo, Norway: Winner world 1000-metre sand track championship final.

September 10—Gothenburg, Sweden: Runner-up World Championship final.

September 20—Czechoslovakia: Winner Lubos Tomicek Memorial meeting with 15 points maximum.

September 28—Wroclaw, Poland: Captain of Great Britain team that won the World Team Cup.

October 8—Glasgow, Scotland: Winner Scottish open championship.

October: Finished English season with average of 11.42 out of 12 in all league matching, to finish as highest average point scorer in U.K. for fourth consecutive year, never being out of 11 plus averages.

MALAYSIAN GRAND PRIX

Four New Zealanders arrived in the Federal Capital of Kuala Lumpur to take part in the Malaysian Grand Prix, held on the 5th September. Geoff Perry and Dale Wylie, both riding Suzuki 500's, and Trevor Discombe, on a Yamaha TR2 represented New Zealand motorcycling and Graeme Lawrence looked ready to take the four-wheeled event.

During practice sessions, both Discombe and Wylie looked impressive, while Perry had the misfortune to seize a piston after only one lap of the 2.1 mile Batu Tiga circuit.

On the Saturday afternoon (Sept. 4), a 10 lap qualifying race for the above 351cc classes was scheduled, but was marred by tropical rains and an approaching thunderstorm. Both Wylie and Perry considered the track dangerously wet and insisted that the start be postponed. After half an hour race officials decreed that the heat be run, and so the two Kiwis joined the local riders on the grid.

Wylie had a good start and led the field through the first two bends, then Perry took the front position and went on to win comfortably in the heavy rain. Wylie took second spot, more than a lap ahead of Malaysian rider Tham Bing Kwan on a Norton 750ccc Special, and recorded the fastest lap of 1:52.1in the process.

The 350cc race was run on Sunday, 5th. The local rider Ou Teek Wing (Yamaha TR2) led for the first three laps, until Discombe seized the lead and went on to win. It was a closely fought match between these two riders, who were both sponsored by the Malaysian Yamaha distributors, Ming Wing Motors, and Discombe was strongly challenged all the way by Ou.

The motorcycle Grand Prix was run over 50 laps (105 miles) and was open to all qualifiers, regardless of capacity. Discombe was on the front row of the grid, while Perry and Wylie, whose qualifying heat had been run in very heavy rain, took ninth and tenth spots respectively.

The Malaysian Press had expected this race to be a New Zealand benefit performance, and for the first few laps this opinion was justified. At the flag fall, Discombe had the jump, while Perry and Wylie weaved their way through the remaining seven TR2's in front.

After one lap, the three Kiwi boys had a clear lead, with Perry just in front of Discombe and Wylie a couple of lengths behind. Two laps later Wylie overtook Discombe, whose bike was not running well, to make the order Perry, Wylie, Discombe.

On the tenth lap, while taking the long, fast bend into the back straight, Discombe's Yamaha seized momentarily, but he was able to continue to hold third place for another ten laps. The engine then seized again, forcing him to retire.

Meanwhile, Perry, who holds the lap record for bikes, was increasing his lead. Wylie rode a fraction less vividly, toying with the idea that the leading Suzuki might not last the distance. However, it was not to be: both machines ran on with perfect reliability—Perry lapping Wylie about three laps from the finish. During the last few laps some light rain was falling, but Wylie had already lapped the third place-getter, twice, thus ensuring a strong 1-2 win for the Suzuki-powered Kiwis.

Geoff Perry has now returned to New Zealand, but plans a trip to California, to take part in a meeting on a brand-new circuit called Ontario on October 17. He will ride his own Suzuki at this meeting: the fiasco at Daytona last year, where everyone of the factory Suzukis suffered early retirements with mechanical troubles has given him added confidence in New Zealand maintenance and tuning.

Dale Wylie is still in South-East Asia. He plans to compete in the Indonesian Grand Prix at Jakarta on October 9, and then to go on to Hong Kong for the Macao Grand Prix on November 19 and 20. He will then return home for the summer road-racing season.

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Wellington Moto Cross

The fifth and final Wellington Moto Cross was held at Queen Elizabeth Park at Paekakariki. It was a very tense moment with all riders very close in points. Peter Ploen won the first and second leg of the day. Laurie Love rode steadily all day making no mistakes and making sure of his fifth placing overall.

Placings overall: 1, A. Collison, 2, P. Ploen, 3 M. Shirriffs, 4, P. Turnbull, 5 L. Love.

Stop Press

Onekawa Grand Prix Results

Results of the "Onekawa Grand Prix". Napier turned on a dreadful rainy day but 12 out of the 14 races were still run.

Race 1: 125 Production: 1st, E. Cudby, Stokes Valley; 2nd, M. Stewart, Lower Hutt; third, T. Burrell, Napier.

Race 2: Open four cycle: 1st, C. Ducey, Tokoroa; 2nd, K. Fletcher, Onehunga; 3rd, R. Dunshea, Auckland.

Race 3: Up to 200cc: 1st L. Love, Wanganui; 2nd, B. Bolton, Wellington; 3rd M. DeLacy, Hamilton.

Race 4: Unlimited G.P. Scratch: 1st, C. Ducey, Tokoroa; 2nd, K. Turner, Taradale; 3rd, M. Wrigley, Wellington.

Race 5: Open Sidecar: 1st, G. De Malmanche-G. Binton, Pahiatua; 2nd, G. Skilton-R. Haines, Pahiatua; 3rd, S. Reay-I. Goodwin, Hastings.

Race 6: Lightweight 250cc, Grand Prix: 1st, K. Turner; 2nd, R. Cullum, Trentham; 3rd, D. Waterer, Auckland.

Race 7: Open Production, GP Scratch: 1st, K. Wendt, Mt. Maunganui; 2nd P. Stark, Lower Hutt; 3rd, G. White, Lower Hutt.

Race 8: Senior 500 GP Scratch: 1st D. Waterer, Auckland; 2nd B. Hawker, Christchurch; 3rd, P. Leahy, Auckland.

Race 9: Open Sidecar, GP Scratch: 1st, G. Skilton-R. Haines; 2nd, G. Demalmanche-G. Binton; 3nrd, S. Reay-I. Goodwin.

Race 10: Junior 350cc Grand Prix: T. Discombe, Hamilton; 2nd, R. Cullum, Trentham; 3rd P. Leahy, Auckland.

Race 11: N.Z. Ultralightweight TT Scratch: 1st L. Love; 2nd. B. Bolton, Wellington; 3rd, R. Holmes, Te Puke.

Race 12: Sidecar Handicap: 1st, S. Reay-I. Goodwin; 2nd, G. Skilton-R. Haines; 3rd, G. Demalmanche-G. Binton.

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